

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-10. (Cancelled)

Claim 11. (Currently Amended) A method for changing the acceleration mode of a motor vehicle, wherein the acceleration mode can be changed by the driver between a normal acceleration mode and a rapid acceleration mode in which the supply of air and fuel is increased, comprising changing from the normal acceleration mode into the rapid acceleration mode if a pedal-speed threshold value is exceeded when an accelerator pedal is activated, and further comprising sensing ambient states using a surroundings sensor system, and when values that are critical for safety are reached, a changing from the normal acceleration mode into the rapid acceleration mode is prevented.

Claim 12. (Previously Presented) The method as claimed in Claim 11, wherein the changing from the normal acceleration mode into the rapid acceleration mode is independent of a current pedal position of the accelerator pedal between a neutral home position and a maximum activation position.

Claim 13. (Previously Presented) The method as claimed in Claim 11,

wherein the changing from the normal acceleration mode into the rapid acceleration mode is carried out only when a pedal position of the accelerator pedal exceeds a switch-on threshold value.

Claim 14. (Previously Presented) The method as claimed in Claim 11, wherein acceleration in the rapid acceleration mode takes place with maximum engine drive torque.

Claim 15. (Previously Presented) The method as claimed in Claim 11, further comprising classifying driver type such that a criteria for the changing between the normal acceleration mode and the rapid acceleration mode are determined as a function of the drive type.

Claim 16. (Previously Presented) The method as claimed in Claim 15, wherein the classifying is carried out automatically by measurable driver reactions.

Claim 17. (Canceled)

Claim 18. (Currently Amended) The method as claimed in Claim ~~17~~ 11, wherein the sensing includes sensing a relative distance from a vehicle traveling in front of the motor vehicle, is sensed and a changing from the normal

acceleration mode into the rapid acceleration mode is prevented if the relative distance becomes or is less than a desired safety distance.

Claim 19. (Previously Presented) The method as claimed in Claim 11, wherein the acceleration mode is changed over from the rapid acceleration mode into the normal acceleration mode when the pedal position is returned in a neutral home position direction.

Claim 20. (Previously Presented) The method as claimed in Claim 11, further comprising changing, when the acceleration mode changes, the engine drive torque in accordance with a predefined function of times.